

Amendments in the claims

Please amend claims as follows:

1. (Currently Amended) A power plant and driveline arrangement for a vehicle having at least two wheel units and a body supported on said wheel units comprising: a longitudinally aligned engine supported on said body; a transmission supported on said body disposed directly on the underside of said engine; a first means for transferring drive downwardly from an output shaft of said engine to an input shaft of said transmission; a second means for transferring drive from an output shaft of said transmission to forwardly and rearwardly projecting output shafts; a first wheel carrier supported on said body forwardly of said second drive transferring means, having an input shaft drivingly coupled to said forwardly projecting output shaft of said second drive transferring means, and a pair of laterally projecting half shafts operatively connected to the wheels of a first wheel unit; and a second wheel carrier supported on said body rearwardly of said second drive transferring means, having an input shaft drivingly coupled to said rearwardly projecting output shaft of said second drive transferring means, and a pair of laterally projecting half shafts operatively connected to the wheels of a second wheel unit.
2. (Previously Presented) An arrangement according to claim 1 including a third means for transferring drive operatively interconnecting said transmission output shaft and said second means for transferring drive, selectively operable to transmit a first drive, a second drive or no drive.
3. (Previously Presented) An arrangement according to claim 1 including a pair of longitudinally disposed drive shafts, one operatively interconnecting an output shaft of said second drive transferring means and said input shaft of said first carrier, and the other one operatively interconnecting an output shaft of said second drive transferring means and said input shaft of said second carrier.
4. (Previously Presented) An arrangement according to claim 1 including a hydraulic system for operating selected systems on said vehicle, having a motor drivingly connected to said first drive transferring means.
5. (Previously Presented) An arrangement according to claim 1 wherein said

engine comprises a diesel engine.

6. (Previously Presented) An arrangement according to claim 1 wherein said engine comprises a turbine engine.

7-9(Canceled)

10. (Previously Presented) An arrangement according to claim 1 wherein said second drive transferring means is operative to proportion transmitted torque, 30% to said first carrier and 70% to said second carrier.

11. (Previously Presented) An arrangement according to claim 1 wherein said second drive transferring means is operable selectively to provide differential drive between said first and second carrier and to lock to evenly provide drive to said first and second carriers.

12. (Previously Presented) An arrangement according to claim 1 wherein said second drive transferring means is operable to provide differential drive between said first and second carriers.

13. (Previously Presented) An arrangement according to claim 3 wherein said second drive transferring means is operable to provide inter-axle differential drive.

14. (Previously Presented) An arrangement according to claim 1 wherein said couplings of said shafts comprise gear couplings.

15. (Previously Presented) An arrangement according to claim 3 wherein said couplings of said drive shafts comprise gear couplings.

16. (Original) An arrangement according to claim 1 including a selectively operable brake operatively connected to said second drive transferring means.

17-18 (Canceled).

19. (Previously Presented) An arrangement according to claim 1 wherein each of said carriers is provided with an inter-wheel differential.

20. (Cancelled).

21. (Previously Presented) An arrangement according to claim 1 including a pair of disc brake assemblies mounted on each of said carriers, and wherein each of said assemblies is operatively connected to a half shaft.

22-23 (Canceled)

24. (Currently Amended) A power plant and driveline arrangement for a vehicle having at least two wheel units and a body supported on said wheel units, comprising: a longitudinally aligned engine supported on said body; a transmission supported on said body, disposed directly on the underside of said engine; a first means for transferring drive downwardly from an output shaft of said engine to an input shaft of said transmission; a second means for transferring drive from an output shaft of said transmission to forwardly and rearwardly projecting output shafts; a first carrier supported on said body forwardly of said second drive transferring means, having an input shaft drivingly connected to said forwardly projecting shaft of said second drive transferring means and a pair of laterally projecting half shafts operatively connected to a set of wheels of a wheel unit; a second carrier supported on said body rearwardly of said second drive transferring means, having an input shaft drivingly coupled to said rearwardly projecting output shaft of said second drive transferring means, and a pair of laterally projecting half shafts operatively connected to a set of wheels of a wheel unit; and a third carrier supported on said body rearwardly of said second carrier, having an input shaft drivingly coupled to an output shaft of said second carrier, and pair of laterally projecting half shaft operatively connected to a set of wheels of a wheel unit.

25. (Cancelled).

26. (Previously Presented) An arrangement according to claim 24 including a set of longitudinally disposed drive shafts, one operatively interconnecting an output shaft of said second drive transferring means and said input shaft of said first carrier, one operatively interconnecting an output shaft of said second drive transferring means and said input shaft of said second carrier and one operatively interconnecting an output shaft of said second carrier and an input shaft of said third carrier.

27-34 (Canceled)

35. (Currently Amended) A power plant and driveline arrangement for a vehicle having at least two wheel units and a body supported on said wheel units, comprising: a longitudinally aligned engine supported on said body; a transmission supported on said body, disposed directly on the underside of said engine; a first means for transferring drive downwardly from an output shaft of said engine to an input shaft of said transmission; a second means for transferring drive from an output shaft of said transmission to forwardly and rearwardly projecting output shafts; a first carrier supported on said body forwardly of said second drive transferring means, having an input shaft drivingly connected to said forwardly projecting shaft of said second drive transferring means and a pair of laterally projecting half shafts operatively connected to the wheels of a wheel unit; a second carrier supported on said body rearwardly of said second drive transferring means, having an input shaft drivingly coupled to said rearwardly projecting output shaft of said second drive transferring means, and a pair of laterally projecting half shafts operatively connected to wheels of a wheel unit; a third carrier supported on said body rearwardly of said second carrier, having an input shaft drivingly coupled to an output shaft of said second carrier and a pair of laterally projecting half shafts operatively connected to wheels of a wheel unit; and a fourth carrier supported on said body forwardly of said first carrier, having an input shaft drivingly coupled to an output shaft of said first carrier, and a pair of laterally projecting half shafts operatively connected to wheels of a wheel unit.

36. (Previously Presented) An arrangement according to claim 35 including a third means for transferring drive operatively interconnecting said transmission output shaft and said second means for transferring drive, selectively operable to transmit drive at a first speed, transmit drive at a second speed and transmit no drive in a neutral position.

37-45 (Canceled)

46. (Currently Amended) A power plant and driveline arrangement for a vehicle having at least two wheel units and a body supported on said wheel units comprising: a longitudinally aligned engine supported on said body; a transmission supported on said body, disposed directly on the underside of said engine; a first means for transferring drive downwardly from an output shaft of said engine to an input shaft of said transmission; second means for transferring drive from an output shaft of said transmission to forwardly and rearwardly projecting output shafts; a first carrier supported on said body forwardly of said second drive transferring means, having an input shaft

drivingly connected to said forwardly projecting shaft of said second drive transferring means and a pair of laterally projecting half shafts operatively connected to the wheel of a wheel unit; a second carrier supported on said body rearwardly of said second drive transmitting means, having an input shaft drivingly coupled to rearwardly projecting output shaft of said second drive transferring means, and a pair of laterally projecting half shafts operatively connected to wheels of said wheel unit; a third carrier supported on said body rearwardly of said second carrier, having an input shaft drivingly coupled to an output shaft of said second carrier and a pair of laterally projecting half shafts operatively connected to wheels of a wheel unit; and a fourth carrier supported on said body rearwardly of said third carrier, having an input shaft drivingly coupled to an output shaft of said third carrier and a pair of laterally projecting half shafts operatively connected to wheels of a wheel unit.

47. (Currently Amended) A power plant and driveline arrangement for a vehicle having at least two wheel units and a body supported on said wheel units comprising: a longitudinally aligned engine supported on said body; a transmission supported on said body disposed directly on the underside of said engine; a first means for transferring drive downwardly from an output shaft of said engine to an input shaft of said transmission; a second means for transferring drive from an output shaft of said transmission to forwardly and rearwardly projecting output shafts; a first carrier supported on said body forwardly of said second drive transferring means, having an input shaft drivingly connected to said forwardly projecting shaft of said second drive transferring means, and a pair of laterally projecting half shafts operatively connected to the wheels of a first wheel unit; a second wheel carrier supported on said body rearwardly of said second drive transferring means, having an input shaft drivingly coupled to said rearwardly projecting output shaft of said second drive transferring means, and a pair of laterally projecting half shafts operatively connected to a set of wheels of a wheel unit; a third carrier supported on said body rearwardly of said second carrier, having an input shaft drivingly coupled to an output shaft of said second carrier, and a pair of laterally projecting half shafts operatively connected to a set of wheels of a wheel unit; a fourth carrier supported on said body forwardly of said first carrier, having an input shaft drivingly coupled to an output shaft of said first carrier, and a pair of laterally projecting half shafts operatively connected to a set of wheels of a wheel unit; and a fifth carrier supported on said body rearwardly of said third carrier, having an input shaft drivingly coupled to an output shaft of said third carrier and a pair of laterally projecting half shafts operatively connected to a set of wheels of a wheel unit.

48. (Previously Presented) An arrangement according to claim 47 including a third drive transferring means operatively interconnecting said output shaft of said transmission and said second means for transferring drive, selectively operable to transmit drive at a first speed, transfer drive at a second speed and not transfer drive in a neutral condition.

49-57 (Canceled)